









concerning points of law. He would have to carefully consider the points raised by the defendant, Counsel and give a ruling. If the ruling was in favour of the points put forward by Mr. Slade, no matter whether the jury found the prisoner guilty or not, His Lordship would have to let the accused go free, for the court would not have the power to pass sentence.

Adjourned until to-morrow at 11 a.m.

### A ROYAL ENGINEER SCANDAL.

Yesterday E. Ryder was charged at the Magistrate for taking and being found in possession of certain articles which were the property of the Government. Lt. Randall, R.E., appeared for the Government. After evidence of arrest was proved, the case was adjourned until 2 p.m. to-day.

On resuming this afternoon the defendant was defended by Mr. Hastings. The first witness called was Sergt. Jackman, R.E., who testified to the articles being missing and on a search being made at the defendant's quarters their being found. He had reported the case to his commanding officer, Mr. Hastings managed to elicit the fact that there had been bad feeling between the witness and defendant; defendant had reported him on several occasions. Defendant had signed for all the stores and utensils on board the *Soleat* and if defendant could not produce them on application, he was liable to be charged for them. He would not say whether this class of coal was used anywhere else in the Colony.

Witness, continuing, said—He knew that defendant had lately married and that he had started housekeeping on his own account. A Chinese man who was employed as deckhand on board the *Soleat* gave evidence of having taken coals from the *Soleat* to defendant's house. In cross-examination Mr. Hastings tried to make witness confess to having once reported defendant to Lt. Randall, R.E., but was not successful. He would not say whether this class of coal was used anywhere else in the Colony.

A Chinese deckhand named Choi Yung Chi said that defendant had told him to take articles (coals, etc.) to his house on three separate Saturdays afterwards; he had taken two small bags last Saturday, and also on the two preceding Saturdays.

Cross-examined by Mr. Hastings he said that he and his witness had taken one bag each to defendant's house; they left the bag at the house; there was coal at the house which they had previously taken, but it was not in bags. He had not reported to any one that he had been taking coals to defendant's house as he was under his command. He did not know why he was here; Sergt. Jackman had told him to come. This was all the case for the prosecution.

Mr. Hastings in opening the defence said that the defendant was charged with the larceny of some copper and steel pans besides some coals. As far as the pans were concerned, the defendant had signed and given receipts for them, so that at any time when called upon they would have been produced. It was not an unusual thing for military men to use stores that were under their charge. The law required that when a person was charged with larceny more than mere possession of the goods was necessary for conviction. Mr. Hastings maintained that there had been no evidence to prove that there had been any felonious intent to use or acquire the property for his own use. The defendant had lately been married and prior to having his own furniture, he had used the government utensils. He had shown that there had been no evidence to prove that there had been any felonious intent to use or acquire the property for his own use. The defendant had lately been married and prior to having his own furniture, he had used the government utensils. He had shown that there had been no evidence to prove that there had been any felonious intent to use or acquire the property for his own use.

—Lt. Randall, R.E., who is a fluent Chinese scholar, inspected the books and entries and found them correct.

Mr. Nadar, clerk at the Commissariat, corroborated evidence of previous witness.

Mr. Hastings again called His Worship's attention to the fact that the defendant had been charged with the larceny of some copper and steel pans besides some coals. As far as the pans were concerned, the defendant had signed and given receipts for them, so that at any time when called upon they would have been produced. It was not an unusual thing for military men to use stores that were under their charge. The law required that when a person was charged with larceny more than mere possession of the goods was necessary for conviction. Mr. Hastings maintained that there had been no evidence to prove that there had been any felonious intent to use or acquire the property for his own use. The defendant had lately been married and prior to having his own furniture, he had used the government utensils. He had shown that there had been no evidence to prove that there had been any felonious intent to use or acquire the property for his own use.

His worship said that on the first two charges, namely, stealing the pans, he would discharge the prisoner, but on the third charge, concerning the coals, he would defer judgment until to-morrow morning.

### CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

### INOCULATION AGAINST PLAGUE.

SIR,—There has been a number of plague cases in the Central district of the city, Wellington Street and Hollywood Road in particular. Through your columns allow me to strongly recommend European, Japanese, Parsees, and others who reside in that neighbourhood to be inoculated with the Haffkine's lymph which has been procured by the Government. There is no doubt a certain amount of protection against plague is secured, but what is more important to know is that inoculated persons who may be attacked by the morbidly infectious and very good insurance for the twenty-four hours discomfort which usually follows the injection.

In newspaper columns lately two cases of Japanese doctors were cited as having died after inoculation, and this has had a most deterrent influence in Hongkong so far. I can assure the public that the material now in hand is absolutely safe, as all our servants at Kennedytown are now perfectly well after their inoculation, and all the Dock Company's watchmen have also been inoculated successfully.

Inoculations can be carried out any day at the Tung Wah Hospital at 9.30 a.m. Any number of residents club together to be inoculated at one time, I will endeavour to accommodate them at either their own residence or at some more central rendezvous than mentioned above. I will be glad to give any information on the subject when applied to.

In conclusion, I would again strongly urge people residing in the infected areas to be inoculated. I am, Sir, your obedient servant, JAMES A. OWEN.

Hongkong, June 30, 1899.

### MAN OR MACHINE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR,—It was with great interest that I read the remarks made by Major Skinner, R.A.M.C., on marching, as undoubtedly this is one of the most, if not the most important, item in a soldier's training. Although in the main I agree with what the doctor says, I don't think he has gone sufficiently below the surface, and I hope I shall be able in this letter to show what I mean, but, being an old soldier, I must be pardoned if I cannot bring out the points so well as more favoured mortals.

While I was serving in Her Majesty's Corps of Royal Engineers, perhaps I had better bear in mind the soldier's motto, "no names no pack drill," the unit in which I was had been for a month's exercise down to a place called Hay, in Wales, about 150 miles from Aldershot. We were ready to start for the home ward march, when a young officer stepped in front of the ranks and asked for volunteers to march, on foot, with him the whole distance. Our was a partly mounted unit and by regulations the mounted men were allowed to ride on the wagons one third of a day's march. He said he would march with us and as far as possible under the same conditions as if he occupied the lowest rank in Her Majesty's Service.

Twenty men started with the officer, seven of whom did the journey in nine days, two of which being Sundays were of course observed as days of rest, averaging a little over twenty miles a day. The lieutenant had to give in after four days, but by that time Tommy's bulldog nature was aroused and he would not give in, one man, though literally covered in sores, and with blistered feet still held on to the end.

I daresay people who may by chance read this will say that what has happened is a case of "man or machine." In '92 got to do with us in '99? In that march we learnt something and if not encroaching too much, I who at that time was in the ranks, am bold enough to consider it might be worth hearing at the present time when the soldier is regarded more as a machine than he is a man.

There were many reasons for the splendid form shown by the man and one certainly was that after their month's camp of exercise, over the Brecon Hills they were in a good state of training, but in my opinion this was not the chief reason, as only seven out of the 200 men marched the whole distance. I am more inclined to think it was because an officer said he was going to attempt it, and Tommy will not be beaten by anyone, especially when that person is under the same conditions as himself, a soldier, and in truth it is only human nature, does object and starts to grumble and is discontented when the officer is mounted, on to greater efforts. A soldier will say "what can other man can do I can do." I don't wish to say unkind things about army officers, but let them march with their men, notice and praise the men that they see are doing their best, and I have not the slightest doubt but that a company will show good marching qualities.

I am afraid that I am what is called in the Service too "long winded," but I hope I will be excused, and you will extend to me your indulgence as it is so very seldom that a private can make public his opinion on subjects that interest him most. I suppose it is because a machine, barring a phonograph, has no right to make itself heard.

Major Skinner says it is better to discard water-bottles and let the men drink at intervals. As an old soldier, who has done a fair share of marching, I should like to put forward a very simple remedy for the cure of sore feet when on the line of march. I do not recollect having seen it in print before and it may require a little consideration, but I can vouch for its genuineness. When a halt is made for the purpose of refreshment, I don't stop just after passing or just before arriving at a public place, but I always found a drop of "cold foot powder" made me forget the blisters on my feet, my mind was too full of thinking what a fine officer I had the honour of serving under, or to put it briefly, I was content.

A soldier is a man, and when he sees those above him drinking something stronger than cold tea with evident gusto, he is rather apt, I might say sure, to be filled with the green-eyed monster, commonly called jealousy.

My letter is long but if I have converted one civilian to regard a soldier as a man and not a machine my purpose will have been effected. Thanking you, Sir, for your kindness, I am, Yours truly, M. H. W.

Hongkong, June 30th, 1899.

### EXPERIMENTS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR,—Judging by the late telegrams received from England it seems almost a certainty that we shall have another war with the Boers in the Transvaal. Everything points that way and no one would be at all surprised to hear that hostilities had commenced. Giving our Queen and her Ministers full credit for trying to avert bloodshed there is no doubt that a second Boer Campaign is eagerly desired by the mass of the English people, principally the unthinking mass, and it is to those especially that I should like to point out the vast interests that the British Government have at stake, and how the war must necessarily be one in the nature of a huge experiment, putting to the test many wonderful theories that have been lately so lavishly put forward.

The first experiment will be with the military forces employed. I do not wish to disparage our Asiatic troops, but this will be the first time that they will be engaged against "white" foes, and the Boers certainly may be reckoned as worthy opponents, even to the British soldier. The weapons used have hardly yet been put to the searching test of actual warfare and the army organisation and drills will all come in for their share of the trial, as it will be the first time that engagements have been fought, but in "extended order" and not the time-honoured and formidable British square.

Amongst European nations we have known enemies and a few apparent friends, the first reverse to British arms will prove which is which. Our Colonies are composed of a heterogeneous conglomeration of all races and nations, your article in yesterday's issue headed "Transvaal Affairs" clearly shows that even in South Africa, there are some who would like to start a new nation on their own account.

We have before now been able to boast of our "splendid isolation" and there is no doubt that England if she but remains true to herself, will have cause to again boast that single-handed, when in the cause of justice, she is never backward in drawing the sword, the great final arbiter between nations.

I am, Sir, Yours, etc. BRITISHER.

Hongkong, June 30th, 1899.

### THE PLAGUE.

Cases reported to 24th inst. 103.  
Deaths reported to 24th inst. 10.  
Do. do. during past 24 hours 10.  
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### MUD FLAT NORTH.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR,—So far the experience has not happened, and it is only in the "Telegraph" that we have been told of a gunpowder explosion, which occurred last week in one of the barracks of the Imperial Guard. It was as usual due to carelessness on the part of those responsible for the distribution of gunpowder charges to the men. In parceling it out, a lot of powder presumably got scattered on the floor of the store room, and the next careless parties to enter probably caused the explosion. A number of men were killed and others wounded, but not nearly as many as would have been if all the men had been in quarters. As it was, many were away drilling and this escaped. An Imperial Edict has been issued allotting rewards to the families of the killed and wounded, and reminding those responsible for the report of the occurrence for the careless and incomplete manner in which it is drawn up. An order has been issued that in future the stores of powder are to be smaller. Some excellent imaginations in the Capital are connecting the catastrophe with Kang Yu-Wei. I may mention that as several telegrams have recently arrived from America regarding the reformer's progress through that country, and his departure for England, there has been a good deal of Kang Yu-Wei talk. Jung Lee, the Crown Prince of China, would give nothing to get Kang alive or dead, and it is to be feared that sooner or later the Sun Yat Sen episode may be repeated.

There have been various additions to the Tsungli Yamen of late. Yung fu, Minister to Russia has been appointed Senior Vice-President of the Board of Works. Gen. Juan has been appointed Junior Vice-President of the same Board and also superintendent of civil and military affairs. He is said to have come to see the place, and to take bearings, etc., preliminary to its (some say) opening to foreign trade (and some), to its annexation by the self-same Tsungli. Two of the seamen were in a "foot-boat" (a canoe with a paddle wheel turned by foot-power) who attempted to make a short cut in a strong current up the little creek and fell in deep. Some fishermen picked them up and received a reward of 30 cents! Such is the current native account of the visit of a foreign ship to Hongkong, doubtless a very incomplete and more or less apocryphal chapter. It is interesting, however, to see on one hand the indifference and on the other the merely childish interest of the people (the *yamen* men included) in the event. The damp weather may have something to do with this. Not many years ago it would have filled the very air with stories of gouging out eyes, kidnapping children, etc. This sort of ammunition is happily obsolete, but why this fairly good harbour with its fine possibilities (the region being one of the richest in the Empire) has never been made an open port in preference to some of the almost worthless ports recently opened is a mystery to all except to those who don't know the place. But few prefectures of the same size realise such a large income from dried fruit and sugar. Of course, this trade is also a mere fraction of what it might be, the Government forcing it overland by charging four times as much when goods are sent out by boat as when carried on men's shoulders.—N. C. D. News Cor.

I have just despatched you a wire stating that the Chinese Government have prohibited the exportation of ponies now ending, even if the purpose is mentioned in my last letter. I think that the American Government in the Philippines had sent an order to a local agent to ship quantities of horses and mules for regimental use in the islands, and that the Chinese Government had promptly discovered some clause in the treaties whereby they could prohibit such export. Why they should wish to prohibit horses leaving the country is by no means clear, as the north teems with ponies, and breeding for trade purposes might well commend itself to the so-called "enterprising" Chinese. But for some reason the Government do not wish it and are determined to oppose it, and it may be that the Russians and Germans are jointly responsible for the embargo as Col. Wagnack is said to be requiring horses for Port Arthur, and the Germans are also buying them for Kinohow, and they may for their own interest have forced the Government to prohibit an export which had all the promise of being a large and valuable business. It was formerly allowed for the customs to obtain a pass from the Viceroy to ship racing ponies, ten at a time, but even this is prohibited now, which will create a bitter among racing men in Hongkong. But Mr. E. C. Dalton who was waiting for the U.S. Government in this matter, has just left here for Manila with a valuable cargo of mules, and you may hear something from him respecting this matter. He will be glad to give the question the fullest publicity, and you will probably learn from him direct what Gen. Otis intends to do in the matter. As far as we can ascertain it is not an infringement of the actual wording of the Treaty to ship horses, as these animals are not mentioned, but there is always scope for interpreting the spirit of a treaty to suit special ends, and I think this is a case in point.

The troops looting while carrying on some construction work in the Hunting Park, made a valuable find; nine kongs full of silver in addition to 18 rectangles also full of silver. No information is given as to the probable origin of this store, which will be devoted to the needs of the army.

### THE NEW MARKET AT SHANGHAI.

The ratepayers, says the *N. C. Daily News*, have built a magnificent market for the use of foreigners in the Maloo, but it will be a failure unless the housekeeper of Shanghai insist on their boys and cooks making their purchases there. Some good men have already taken stalls there, but they cannot stay unless buyers come to them, and we all know that our boys and cooks are too ready to succumb to the inducements held out to them not to desert their old friends. Any housekeeper who will take the trouble to compare the new market with the places formerly known as markets will insist on a change to the new place, and for their own sakes as well as for that of the public generally would ask all who are interested in the food coming from a clean depot and being of good quality to insist their servants getting their supplies from the new market.

### THE "HALE" WATER TOWER.

Messrs. Dunning & Co. have taken up the agency for the Fire Extinguisher Manufacturing Co., Chicago, U.S.A., who have put on the market an invention, namely the "Hale" water-tower, which has already made a name for itself in the United States. The apparatus, in many respects, has the appearance of the familiar fire escape, the tall tower when set out of use, lying on its carriage in much the same manner. Everything has been designed for lightness combined with durability, consequently the machine can be run through the streets at a gallop by a pair of ponies. Those who witnessed the fire at the corner of the Fochow and Shantung Roads last Sunday week may have noticed the ineffectiveness of the water, not altogether through want of pressure, but largely because the water, instead of tackling the flames with an almost solid stream, was allowed to spray itself over a large area and come rapidly converted into steam. This new machine has the advantage of being able to throw an unbroken stream from an altitude of 75 feet right down into the hottest part of the fire, also of commanding an area, at the same height, of 400 ft. radius, and it can likewise throw a horizontal stream through a building 200 ft. deep. With 150 lbs. pressure at the mains a stream of 2 in. diameter can be ejected from the top of the tower, and at the same time one of 2 in. diameter from its platform of deck turret. For elevating the tower a horizontal pulley worked by hand or by engine is provided, and in addition to this a vertical screw can be used to raise or lower the tower, and the whole is capable of being raised or lowered by hand or by engine.

There is no doubt that this machine is a valuable adjunct to our existing fire-fighting apparatus, and it is to be hoped that the Council will see fit to purchase one or two for the use of the fire department.

### AGENDA.

TO-MORROW, SATURDAY, 1ST JULY, 1899.  
Chinese—24th of 5th moon of 25th year of Kwang-su.  
Sun—Rises 5hr. 30min.  
Sds 5hr. 40min.  
High water—Morning 5hr. 30min.  
Afternoon 5hr. 10min.  
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### ANNIVERSARIES.

1607—Cardinal Baronius died.  
1685—Archibald Campbell, Earl of Argyll, beheaded.  
1810—British expedition to China arrived.  
1813—End of the Burenesse war.  
1867—Sir H. Robinson dismissed all the Chinese headmen of Hongkong.  
1876—A section of the Shanghai-Woosung Railway opened.  
1891—The Takashima coal mines flooded.  
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1854—Meeting of the first Cape Parliament.  
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1863—Princess Alice married.  
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least out for the Model Settlement where big configurations are now by no means a rarity, and where the buildings are getting higher and higher.—N. C. D. News.

### HSINGHUA, FUKIEN.

June, 3rd.

### A PROLONGED SQUALL.

Something very much like a typhoon has been in progress, with but slight interruptions on this coast, since the evening of the 26th ult., and at the time of writing (3rd June) shows little sign of letting up. Old buildings have been put to the test and new ones, if anything, more so. If fear we shall hear of many accidents to "junks" when communication is re-opened. A clear sky is confidently expected with the change of the moon. For the present the only slight one can really enjoy is a native weathering it in his crop rain suit—a fine substitute, by the way, for the expensive and nearly always worthless rain—or rubber—coats. All the "coir suit" needs to make it a coveted article is a neat thing to relieve its wear on valuable garments (of tender cuticle) and an enthusiastic wearer in a metropolitan Shanghai. For use on ship-board it catches too much wind and requires too much shoulder space in its present shape. In this respect it is as extravagant as the cloaks worn by western ladies but a few years since.

### THE GERMAN (?) IN EVIDENCE.

The native account of this possibly historic event is that a gunboat came into Hankang (or Antao) bay, our seaport, a few days since and landed eleven men under command of one civil and one military officer. They called on the petty official at Antao and stated that they had come to see the place, and to take bearings, etc., preliminary to its (some say) opening to foreign trade (and some), to its annexation by the self-same Tsungli. Two of the seamen were in a "foot-boat" (a canoe with a paddle wheel turned by foot-power) who attempted to make a short cut in a strong current up the little creek and fell in deep. Some fishermen picked them up and received a reward of 30 cents! Such is the current native account of the visit of a foreign ship to Hongkong, doubtless a very incomplete and more or less apocryphal chapter. It is interesting, however, to see on one hand the indifference and on the other the merely childish interest of the people (the *yamen* men included) in the event. The damp weather may have something to do with this. Not many years ago it would have filled the very air with stories of gouging out eyes, kidnapping children, etc. This sort of ammunition is happily obsolete, but why this fairly good harbour with its fine possibilities (the region being one of the richest in the Empire) has never been made an open port in preference to some of the almost worthless ports recently opened is a mystery to all except to those who don't know the place. But few prefectures of the same size realise such a large income from dried fruit and sugar. Of course, this trade is also a mere fraction of what it might be, the Government forcing it overland by charging four times as much when goods are sent out by boat as when carried on men's shoulders.—N. C. D. News Cor.

### NOTANDA.

#### CALENDAR.

JUNE.

Meteorological means based on fifteen years' observations to 1898.  
Barometer..... 29.74  
Thermometer..... 80.7  
Humidity..... 83.0  
Rainfall..... 16.496

#### TO-DAY.

WEATHER REPORT.  
On date at 4 p.m. On date at 4 p.m.  
Barometer..... 29.74  
Temperature..... 81 83  
Humidity..... 79 76  
Rainfall..... 0.07

#### TO-DAY.

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The steamer *Glenloch* arrived at Victoria on the 27th inst. from Japan and Hongkong.

The Canadian Pacific Railway Co.'s steamer *Albatross* left Yokohama yesterday morning for Vancouver.

The steamer *Minamishiro* has arrived at Yokohama and sails for Kobe and Hongkong on the 1st July.

The Canadian Pacific Railway Co.'s steamer *Tiger* arrived at Vancouver on Wednesday the 28th inst. at 8 p.m.

The steamer *Parra* with the next French mail, will leave Saigon to-morrow, Saturday, at 6 a.m. for this port.

The steamer *Hilachi Maru* (Europe Line) left Singapore for this port yesterday and is expected to arrive here on the 4th prox.

The "Glen" Line steamer *Glenhurst* from London and Straits left Singapore on the 30th June and may be expected here on the 5th July.

The Canadian Pacific Railway Co.'s steamer *R.M.S. Empress of India* arrived at Amoy yesterday, the 29th inst. at 9 a.m. and left on the same day, at 3 p.m. for Shanghai.



## Intimations.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
HAKUJI MARU M. Nishimura	VLADIVOSTOK, VIA SWATOW, ANNO, SHANGHAI, CHEFOO, CHEMULPO and NAGASAKI	THURSDAY, 6th July, at Noon.
YAMAGUCHI MARU R. Nunome	KOBE and YOKOHAMA	THURSDAY, 6th July, at 4 P.M.
INABA MARU W. Bainbridge	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	TUESDAY, 11th July, at 4 P.M.
HIROSHIMA MARU S. Yoshizawa	BOMBAY, VIA SINGAPORE and COLOMBO	THURSDAY, 13th July, at Noon.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 26th June, 1899.

[6]

NAVIGAZIONE GENERALE ITALIANA  
(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA, (DIRECT WITHOUT TRANSIT.) Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALTAIO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

## PROPOSED SAILINGS FROM HONGKONG.

\*RAFFAEL RUBATTINO Saporiti 8th July.  
\*DOMENICO BALDUINO Canepa 5th August.  
\*SINGAPORE Pizzarello 2nd September.  
\*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &amp;c., apply to

CARLOWITZ &amp; CO. Agents.

731a]

**SOCIETE ANONYME DE TRAVAUX DYLE ET BACALAN**  
Capital: £ 300,000  
Head Office: 15, Avenue Maignon, Paris

WORKS IN EUROPE at Bordeaux (BACALAN), France, at Louvain (DYLE), Belgium.

Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, Boilers and Axles combined, Permanent Bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Druggers.

**CONTRACTORS** FOR Constructing and Working Railways and Tramways

M. Oppenheimer & Co., Paris

## COMBUSTION

In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

## Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All Chemists.

Sole Agent for Hongkong and the Empire of China—WATKINS &amp; CO., Hongkong.

## THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

AN INTERIM DIVIDEND at the RATE of FOUR PER CENT (ONE DOLLAR and FIFTY CENTS PER SHARE) for the Six months ending 30th June, 1899, will be PAID, on Application to the Registered Shareholders in the above Company, on SATURDAY, the 8th July, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 3th July, both days inclusive.

MEYER &amp; CO., General Managers.

Hongkong, 26th June, 1899. [837a]

## WORTH A GUINEA A BOX.

## BEECHAM'S PILLS

FOR ALL BILIOUS and NERVOUS DISORDERS, SUCH AS HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, and FEMALE AFFECTIONS. ANNUAL SALE, SIX MILLION BOXES.

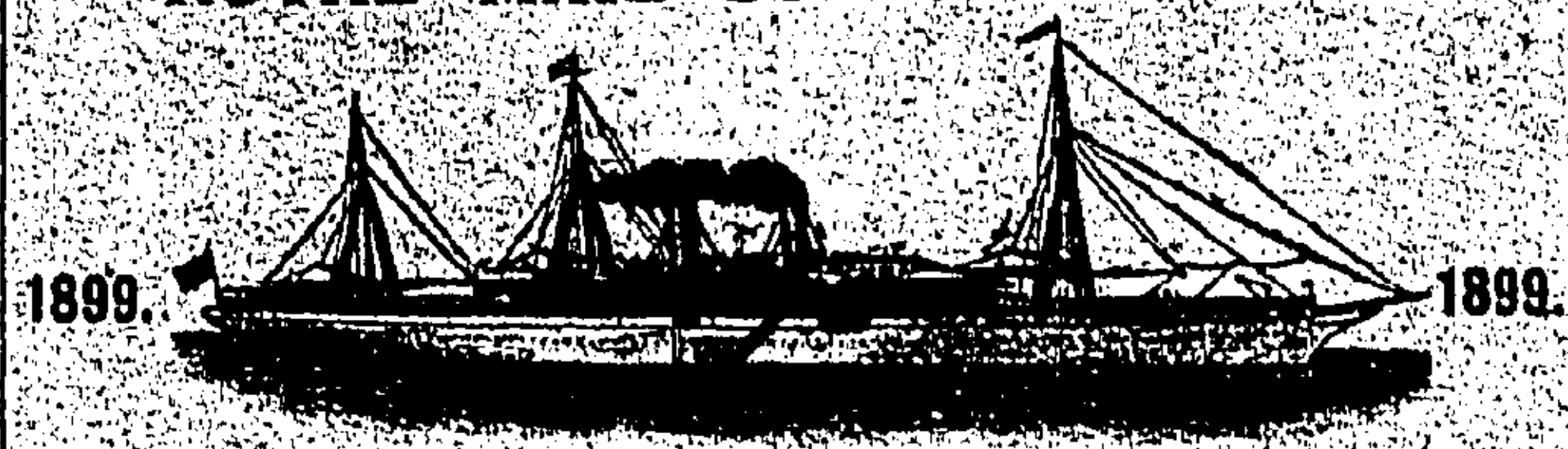
Prepared only by the Proprietor.

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—WATKINS &amp; CO., APOTHECARY HALL, 20, Queen's Road, Hongkong.

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY SPEED PUNCTUALITY  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, I.C.)  
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 19th July, 1899.  
EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 9th Aug., 1899.  
EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 30th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. These connections are made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points at AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddlers' Street, Hongkong, 27th June, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS	DESTINATIONS	SAILING DATES
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu)	San Francisco	Saturday, 8th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu)	San Francisco	Thursday, 3rd Aug., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu)	San Francisco	Tuesday, 29th Aug., at Noon.

THE Steamship "HONGKONG MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 8th July, at Noon, taking Freight, and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all Trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 26th June, 1899. [1310]

## Masonic.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship "BENGAL," Captain S. B. Barmham, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 8th July, at Noon, taking Passengers and Cargo for the above Ports.

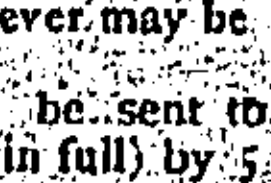
Silk and Valuables, all Cargo for France, and Ten for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London &c. will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. Consignments and Values of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. KITCHIN, Supercargo.

Hongkong, 26th June, 1899.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship "BENGAL," Captain S. B. Barmham, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 8th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Ten for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London &c. will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. Consignments and Values of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. KITCHIN, Supercargo.

Hongkong, 26th June, 1899.

## Mails.

## NORDEUTSCHER LLOYD.

(Fast Mail Service.)  
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
AMBRIA Humboldt	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	30th July
D. RICKMERS Bahle	NEW YORK via Suez Canal	About 6th July
*SARNIA Lunesshoss	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 9th July
E. RICKMERS H. Jacobs	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 31st July
*SILESIA Behrens	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 6th August

\*These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & CO. Agents.

[831]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King, 1379, about July 6.

Carlisle City, 1302, about Aug. 26.

Thyra, 1406, about Sept. 20.

THE Steamship "BELGIAN KING," will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 6th July.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Diego should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 26th June, 1899. [1330]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Thursday, 7th Sept., at Noon.

THE U. S. Mail Steamship "CHINA," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 18th July, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all Trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

ALL PASSENGER PACKAGES should be marked to address in full, and name will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 27th June, 1899. [1330]

## NORDEUTSCHER LLOYD.

NOTICE.

SINGAPORE, STEAM FOR ADEN, SUEZ, PORT SAID, COLOMBO, Ceylon, BOMBAY, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SINGAPORE, COLOMBO, Ceylon, BOMBAY, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE ENTIRE CIRCULAR TRIP IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Bayern, 1379, Wednesday, 19th July.

Prinz Heinrich, 1302, Wednesday, 16th Aug.

Frederick, 1406, Wednesday, 13th Sept.

Sachsen, 1379, Wednesday, 11th Oct.

Bayern, 1302, Wednesday, 8th Nov.

ON WEDNESDAY, the 19th day of July, 1899, at 9 A.M. the Company's Steamship "HABERN," Captain E. P. Behrens, with MAILS, PASSENGERS, SPECIAL, and CARGO, will leave this Port for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu.

Shipping Orders will be granted at noon on MONDAY, the 27th July. Cargo and Special Rates will be received on board until 4 P.M. the day previous to sailing. All parcels should be marked to address in full, and name will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 27th June, 1899. [1330]



## SHANGHAI RATEPAYERS' MEETING.

A special meeting of the Shanghai ratepayers was held in the Municipal Board Room on the 29th.

Consul General Mr. Byron Brennan C. M. G. was voted to the chair, and Mr. W. E. Leveson was appointed the secretary of the meeting.

The first resolution put forward by the Council amending Land Regulation I, brought forward concerning the Settlement Extension, did not give rise to any comments and was carried unanimously.

There was considerable discussion however, with regard to resolution II, many ratepayers giving lengthy remarks on the question. The Council's findings were also attacked by a couple of speakers, who made it appear that a grave doubt existed as to the right doing of that body. The Electric Light question, although of great importance failed to meet with much interest from a part of the ratepayers present. Much more discussion would have ensued had it not been for the remarks of a ratepayer who wishing everyone to know that it was present, very quietly stated that it was "too hot an afternoon" to deal with any criticisms and proposed that the amendments put forward by a couple of ratepayers be voted against. It is needless to add that the gentleman was thrown out of order. The amendments were moved out and the original resolution by the Council was carried unanimously.

**THE SETTLEMENT EXTENSION.**  
In the course of his speech on the extension, Mr. Fearon, Chairman of the Municipal Council said:

As to the extension itself, gentlemen, little requires to be said. You have before you a plan showing the area which by virtue of the agreement now made will henceforth come within the limits of the General Foreign Settlement under Municipal control. A glance at this map will convey a more accurate idea of the extension than can be derived from the Chinese names which define the boundaries in the amendment of Land Regulation I, which this meeting is convened to ratify. The area thus coming under Municipal control is, as you perceive, a very large one; roughly speaking, the Settlement will now measure 8 miles in length with a width varying from 1 to 2 miles; the land comprised within the extension amounts to some 55 square miles, thus trebling the area within Municipal limits. There has not yet been time to state with any degree of (it is estimated at £15,000,000) accuracy the amount of revenue to be derived from new taxation, nor are any reliable statistics available at this date of the corresponding normal expenditure to be met by measures of effective control without delay; police arrangements have already been made which will come into effect on 1st July; taxation returns for the coming quarter are being prepared, and the work of surveying the new districts, a very laborious undertaking, is already well in hand. It is in the Council's opinion very desirable that the community should give undisputed evidence of its intention and ability to cope forthwith with those conditions which under native administration, have formed the grounds of our claim for the extension of the Foreign Settlement, and that in such purely native districts as Sinza immediate steps should be taken to introduce the elements of law, order, and sanitation—especially the last named—in return for the taxation levied, (applause).

If one half of the necessary works of improvement are to be put in hand forthwith, if the lighting, drainage, new roads and general sanitation of every district are to be dealt with in immediate response to the requests of the residents of each separate locality, it is evident that a large amount of capital will be required, and that the next Annual Meeting to decide as to what improvements are most urgently needed, in the meanwhile, it would be well, I think, to remember that Rome was not built in a day and that the satisfactory administration of the wide area now brought under our control must necessarily involve a certain lapse of time. As to the vitally important question of new roads, I would only repeat the views expressed by the Council at the last Annual Meeting and emphasise the impossibility of any satisfactory solution of this question without public spirited co-operation of land-owners, (applause).

I have no much pleasure gentlemen, in proposing the formal resolution.

That Land Regulation I be amended to read as follows:

The boundaries of land to which these Regulations apply are:

1.—Upon the North:—The Soochow Creek from the Hsiao Sha Ferry to a point about seventy yards west of entrance thereto of the Defence Creek, thence in a northerly direction to the Shanghai-Paoshan boundary, thence following this boundary to the point where it meets the mouth of the Kukuapang.

2.—Upon the East:—The Whangpoo River from the mouth of the Kukuapang to the mouth of the Yangkingpang.

3.—Upon the South:—The Yangkingpang from its mouth to the entrance there into of the Defence Creek, thence in a westerly direction following the line of the northern branch of the great Western Road to the Temple of Agriculture in the rear of the Bubbling Well Village.

4.—Upon the West:—From the Temple of Agriculture in a northerly direction to the Hsiao Sha Ferry on the Soochow Creek.

And they are more particularly defined by boundary stones fixed in position and by plans prepared and signed under the direction of the special deputy of the E. L. L. of the Shanghai district magistrate, together with the Chairman of the Municipal Council for the year 1899.

Mr. J. C. Anderson, who seconded the motion proposed by Mr. Fearon said:—He had pleasure in seconding the motion and thought the thanks of the meeting were due to Mr. Godown, Mr. Knapp, Mr. Ferguson, and Mr. Brennan for their services.

The resolution was carried unanimously.

**THE ELECTRIC LIGHT.**  
Mr. Fearon proposed and in moving resolution II by the Council said:

Mr. Chairman and Gentlemen, I rise to propose:

"That due enquiry having been made into the financial and general conditions of the Municipal Electrical Department, it is not at present expedient to consider the question of disposing of the plant and business of that Department."

To summarise briefly the reason which have led the Council to regard Mr. Charles Ross' proposals as impossible, they are:

1.—The Electric Light is in process of evolution. We should not be justified in granting any monopoly for the supply of the light for a long period except under such conditions as would ensure to the community a full return for the cost which must be incurred from the depreciation of the plant and the interest on the capital invested in it.

2.—The Ross plan does not provide for the possibility of the present plant and machinery being replaced by a more efficient and economical system.

3.—The Ross plan does not provide for the possibility of the present plant and machinery being replaced by a more efficient and economical system.

4.—The Ross plan does not provide for the possibility of the present plant and machinery being replaced by a more efficient and economical system.

5.—The Ross plan does not provide for the possibility of the present plant and machinery being replaced by a more efficient and economical system.

6.—The Ross plan does not provide for the possibility of the present plant and machinery being replaced by a more efficient and economical system.

7.—The Ross plan does not provide for the possibility of the present plant and machinery being replaced by a more efficient and economical system.

8.—The Ross plan does not provide for the possibility of the present plant and machinery being replaced by a more efficient and economical system.

9.—The Ross plan does not provide for the possibility of the present plant and machinery being replaced by a more efficient and economical system.

10.—The Ross plan does not provide for the possibility of the present plant and machinery being replaced by a more efficient and economical system.

reserves the right of even increasing, should the value of silver decline, that price which we regard as one that we shall be able to reduce before long with the probable fall in the cost of fuel.

3.—Sir Charles Ross bases his terms on the theory that our existing plant is practically valueless, whereas the Council's experience goes to show that apart from its utility in providing a very fair supply of incandescent light at a price considerably lower than the average cost of the same illuminant in America, there is generally a good demand among the Chinese here and in the interior for second hand plant, even of the type which we are asked to regard as worthless.

4.—The condition of an unlimited franchise exempted from local taxation is not such as would be seriously considered by any community alive to its own interest.

After a very stormy debate, in the course of which two proposed amendments were thrown out, the original resolution was put and carried unanimously and the meeting terminated with a vote of thanks to the Chairman.

## FOUND DROWNED.

Shanghai, 21st June.

Before Dr. HAGBERG, Consul-General.  
Re death of OSCAR OMAN.

This was an enquiry as to the death of Oscar Oman, a resident at the Sailors' Home and previously a member of the Nova Scotia sailing ship *Muskoka*.

Mr. Worth, master of the Sailors' Home, deposed:—The deceased was put off from the *Muskoka* on Friday and he had put up at the Home the day before. On the Friday afternoon the deceased went on board of the ship for his clothes, but I cannot say whether he was straight on board. I never saw him afterwards. I gave him \$5 of which were to pay debts owing to his shipmates; these still remain a sum of \$37.25 belonging to him.

"Inspector Mellows of the Water Police was not called and said:—I am told that the deceased went on board of the *Muskoka* and conveyed his clothes to the Home. This was on Friday afternoon. His effects were in an ordinary sailor's canvas bag. He went back to the *Muskoka* late that night and was seen on board about 1 a.m. the following morning. His body was found by the River Police at 1.45 p.m. on Monday about a quarter of a mile below the ship, and was taken to the mortuary at Pootung. When it was stripped and washed no marks of violence or wounds were discernible, neither was it much decomposed. The doctor did not see the body until 11 a.m. the following day. Deceased was properly dressed and his clothes were not torn.

Consul Hagberg then stated that he had received a death certificate from Dr. Stanley to the effect that deceased came to his death by drowning.

J. Carlsen, A. B. of the *Muskoka*, deposed seeing deceased on Friday night; he was drunk and came on board with a bottle of whisky. He was going to bed when deceased came on board. Oman left the forecastle by himself and said nothing on leaving. He was in a good mood.

Max Zeeher, A. B. stated that the deceased took his clothes to the Home on Friday about 6 p.m. Witness recognised the clothes-bag as did others. He (the deceased) got drunk and went back on board to treat his former shipmates. He went away with Carlsen. A sampan man with one eye, and known amongst them as "Buffalo Bill," took him on board. He and the first witness were awakened whilst asleep in their bunks by the man coming on board. Deceased talked for half an hour and then went out.

Consul Hagberg then read the certificate given by Dr. Stanley, and said he would continue the examination at 11 a.m. the following day, as he wanted the evidence of the ship's watchman and he would have to apply to the British Consul for his appearance.

22nd June.

William Baker, formerly of the *Muskoka* and now of the U.S.S. *Monocacy*, said that on the morning they were paid off from the *Muskoka* the mate made a threat that he would knock their brains out and throw overboard any of the men who returned to the ship. The boatswain also made a threat that he would kick the head off any Dutchman that came back on board. During the whole voyage there had been nothing but fighting and trouble. He did not see the deceased after six o'clock on Friday evening. Deceased was sober then.

The sampan-man, known as "Buffalo Bill," stated his sampan was made fast at the Ewo Jetty and that he stayed there all night. He did not take the men to the ship—as stated.

Chao Hong, sampan-man, deposed that he saw two men who were drunk to the point at which the *Muskoka* was lying. It was at three bells (1.30 a.m.). He saw them go on board by the gangway, soon afterwards he moored his sampan to a bamboo on the Pootung foreshore, a short distance below the vessel. He stopped there until 3.30 a.m. when the tide turned, and then returned alone to the Ewo Jetty. He did not hear any one fall into the water, neither did he hear any disturbance.

Dr. Hagberg—This closes the enquiry. I am satisfied by the doctor's certificate, and also that no wounds or bruises were found on the body, that the deceased came to his death by drowning, but how he got into the water cannot be ascertained.

## Intimations.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

**JEYES FLUID**  
THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. S. HUMPHREYS & CO., Bank Buildings.

Hongkong, 20th March, 1899.

**SERRAVALLO'S FERRUGINOUS QUININE**

THE GREAT AUSTRALIAN TONIC

PHOSPHORUS, BARK AND IRON.

Prepared by Dr. MEDICI, of the University of Padua, Italy.

It is the most powerful and reliable of all the same kind of medicine.

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## Shipping.

## STEAMERS.

THE EAST ASIATIC CO. LIMITED.

FOR HAVRE, COPENHAGEN AND ST. PETERSBURG.

THE Company's Steamship

"SIAM,"  
Captain Glahn, will be despatched as above TO-MORROW, the 1st July, instead of as previously advertised.  
For Freight or Passage, apply to  
ARNHOLD, KARBORG & Co., Agents.  
Hongkong, 27th June, 1899. [8304]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Company's Steamship

"MERIONETHSHIRE,"  
D. Davies, Commander, will be despatched for the above Ports on or about SATURDAY, the 1st July, at 3 P.M.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co., Agents.  
Hongkong, 27th June, 1899. [8322]

THE OSAKA SHOSEN KAISHA.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"  
Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 2nd July, at Daylight.  
For Freight or Passage, apply to  
MITSUI RUSSIAN KAISHA, Agents.  
Hongkong, 26th June, 1899. [8352]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"  
Captain J. G. O'Leary, will be despatched for the above Ports, on TUESDAY, the 4th July, at P.M.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co., Agents.  
Hongkong, 28th June, 1899. [8462]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"  
Captain Ellis, will be despatched as above on TUESDAY, the 4th July.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
A Stewardess and a duly-qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 22nd July, 1899. [8322]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN VIA SWATOW AND CHEFOO.

THE Company's Steamship

"NANCHANG,"  
Captain Findlayson, will be despatched as above on WEDNESDAY, the 5th July.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 29th June, 1899. [8352]

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"AFRIDI,"  
will be despatched for the above Port on or about the 7th July, 1899.

"MOULDER," About End July.

"BRAEMAR," Early Aug.

"SIKH," Middle Aug.

"ARGYLE," At intervals of 2 weeks.

"JOHN SANDERSON,"

"AFGHANISTAN,"

For Freight, apply to  
DODWELL & CO., LIMITED, Agents.  
Hongkong, 26th July, 1899. [6762]

"GLEN" LINE OF STEAM-PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENLOCHY,"  
Captain McGregor, will be despatched as above on FRIDAY, the 7th July.  
For Freight or Passage, apply to  
MCCORMACK, BROS. & CO., Agents.  
Hongkong, 26th June, 1899. [6762]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamships

"TANTALUS,"  
Captain Thompson, will be despatched as above on MONDAY, the 10th July.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 27th June, 1899. [8322]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAPURA,"  
Captain A. Norrell, will be despatched as above on or about the 1st July.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Agents.  
Hongkong, 27th June, 1899. [6762]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"YANGTZE,"  
will be despatched for the above Port on or about SATURDAY, the 1st July.  
For Freight or Passage, apply to  
SHEWAN TOMES & CO., Agents.  
Hongkong, 27th June, 1899. [6762]

NOTICE.

THE OFFICE of the HONGKONG TELEGRAPH, situated at the corner of Queen's Road and Des Voeux Street, has been removed to the new premises at the corner of Queen's Road and Des Voeux Street, and will be opened on FRIDAY, the 30th June, 1899.

NOTICE.

THE OFFICE of the HONGKONG TELEGRAPH, situated at the corner of Queen's Road and Des Voeux Street, has been removed to the new premises at the corner of Queen's Road and Des Voeux Street, and will be opened on FRIDAY, the 30th June, 1899.

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NOTICE.

## Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "GALIC,"  
are hereby notified that their Goods are being landed and stored at their risks in the Company's Godowns at Wanchai, from whence delivery may be obtained on countersignature of Bills of Lading.

Goods remaining unclaimed after the 2nd July will be subject to rent.  
No Fire Insurance has been effected.  
J. S. VAN BUREN, Agent.  
Hongkong, 26th June, 1899. [8304]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"  
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
DODWELL & CO., LIMITED, Agents.  
Hongkong, 26th June, 1899. [8304]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SOCOTRA,"  
FROM ANTWERP, LONDON, PORT SAID, SUEZ, BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be noted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here, unless instructions are given to the contrary before 11 A.M. TO-MORROW.

Goods not cleared by the 4th July, at P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.  
Hongkong, 27th June, 1899. [8304]

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "BAVARN."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Tea and Valuable articles, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 4th July, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 4th July, and THURSDAY, the 6th July, at 9.30 A.M.

All Claims must reach us before the 14th July, or they will not be recognised.  
Bills of Lading will be countersigned by the Undersigned.

No Fire Insurance has been effected.  
MELCHERS & Co., Agents.  
Hongkong, 27th June, 1899. [8182]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO' LONDON AND SINGAPORE.

THE Steamship

"MERIONETHSHIRE,"  
Captain D. Davies, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 6th July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th July, at 2.30 P.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the Undersigned.  
SHEWAN TOMES & CO., Agents.  
Hongkong, 26th June, 1899. [8304]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FROM NEW YORK AND STRAITS.

THE Steamship

"INDRALEMA,"  
having arrived from the above ports, Consignees of cargo by bill are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

Cargo remaining unclaimed after the 6th July will be subject to rent.

No Fire Insurance has been effected.  
Claims are requested to be presented at the office of the Undersigned, not later than the 15th July, after which they will not be recognised.

Bills of Lading will be countersigned by the Undersigned.  
JARDINE, MATHESON & Co., Agents.  
Hongkong, 26th June, 1899. [8304]

NOTICE.

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NOTICE.

THE OFFICE of the HONGK



